

# COLUMBIA POLICE DEPARTMENT

## Policy and Procedure Manual

### VEHICLE PURSUITS

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**Approved By:** Kenneth Burton Chief of Police  
**CALEA 6<sup>th</sup> Edition Standard:**

## **314 VEHICLE PURSUITS**

### **314.1 PURPOSE AND SCOPE**

This policy provides guidelines for vehicle pursuits in order to protect the safety of involved officers, the public, fleeing violators and property.

#### **314.1.1 POLICY**

This department's response to those who unlawfully flee from law enforcement action shall stress a common sense balance between the importance of apprehending offenders and the high risk nature of vehicle pursuits.

### **314.2 DEFINITIONS**

Definitions related to this policy include:

**Vehicle pursuit** - An event involving one or more peace officers attempting to apprehend a suspect who is trying to avoid arrest while operating a vehicle by using high speed or other evasive tactics, such as disregarding traffic warning signs, stop signs, red lights, driving off a roadway, turning suddenly or driving in a legal manner but willfully failing to yield to an officer's signal to stop.

**Blocking or vehicle intercept** - A slow-speed coordinated maneuver where two or more law enforcement vehicles simultaneously intercept and block the movement of a suspect vehicle, the driver of which may be unaware of the impending enforcement stop. The goal is containment and preventing a pursuit. Blocking is not a moving or stationary road block.

**Boxing in** - A tactic designed to stop a violator's vehicle by surrounding it with law enforcement vehicles and then slowing all vehicles to a stop.

**Pursuit Intervention Technique (PIT)** - A low-speed maneuver performed by a trained officer intended to terminate the pursuit by causing the violator's vehicle to spin out and come to a stop.

**Ramming** - The deliberate act of impacting a violator's vehicle with another vehicle to functionally damage or otherwise force the violator's vehicle to stop.

**Roadblocks** - A tactic designed to stop a violator's vehicle by intentionally placing a vehicle or other immovable object in the path of the violator's vehicle.

**Tire deflation device, spikes or tack strips** - A device that extends across the roadway and is designed to puncture the tires of the pursued vehicle.

# COLUMBIA POLICE DEPARTMENT

## Policy and Procedure Manual

### VEHICLE PURSUITS

---

#### **314.3 OFFICER RESPONSIBILITIES**

A vehicle pursuit shall be conducted using an authorized emergency vehicle that is equipped with and using , a siren and at least one lighted front red light (§ 304.022, RSMo). The officer may, when in pursuit of a suspect (§ 304.022, RSMo):

- Proceed past a red light, stop signal or stop sign, but only after slowing down as may be necessary for safe operation.
- Exceed the speed limit so long as the officer does not endanger life or property, but generally may not exceed the posted speed limit by more than 20 miles per hour.
- Disregard regulations governing direction of movement or turning in specified directions so long as the officer does not endanger life or property.

Officers shall drive with due regard for the safety of all persons.

##### **314.3.1 WHEN TO INITIATE A PURSUIT**

Pursuits of violators for misdemeanors are prohibited absent supervisor approval.

Officers are authorized to initiate a pursuit when it is reasonable to believe that a suspect is attempting to evade arrest or detention by fleeing in a vehicle that has been given a signal to stop by a peace officer.

Generally we will not pursue violators for less than a violent felony.

Factors that shall be considered, both individually and collectively, when deciding to initiate or continue a pursuit include:

1. The seriousness of the known or reasonably suspected crime and its relationship to community safety.
2. The importance of protecting the public and balancing the known or reasonably suspected offense and the apparent need for immediate capture against the risks to officers, innocent motorists and others.
3. The apparent nature of the fleeing suspect (e.g., whether the suspect represents a serious threat to public safety).
4. The identity of the suspect has been verified and there is comparatively minimal risk in allowing the suspect to be apprehended at a later time.
5. The safety of the public in the area of the pursuit, including the type of area, time of day, the amount of vehicular and pedestrian traffic (e.g., school zones) and the speed of the pursuit relative to these factors.
6. The pursuing officer's familiarity with the area of the pursuit, the quality of radio communication between the pursuing units and the dispatcher/supervisor, and the driving capabilities of the pursuing officers under the conditions of the pursuit.
7. The weather, traffic and road conditions that unreasonably increase the danger of the pursuit when weighed against the risks resulting from the suspect's escape.

# COLUMBIA POLICE DEPARTMENT

## Policy and Procedure Manual

### VEHICLE PURSUITS

---

8. The performance capabilities of the vehicles used in the pursuit in relation to the speed and other conditions of the pursuit.
9. Vehicle speeds.
10. Other persons in or on the pursued vehicle (e.g., passengers, co-offenders and hostages).
11. The availability of other resources, such as aircraft assistance.
12. The police unit is carrying passengers other than on-duty police officers. Pursuits should not be undertaken with a prisoner in the pursuit vehicle unless exigent circumstances exist, and then only after the need to apprehend the suspect is weighed against the safety of the prisoner in transport. A unit containing more than a single prisoner should not participate in a pursuit.

#### **314.3.2 WHEN TO TERMINATE A PURSUIT**

Pursuits should be discontinued whenever the totality of objective circumstances known or which reasonably ought to be known to the officer or supervisor during the pursuit indicates that the present risk of continuing the pursuit reasonably appears to outweigh the risk resulting from the suspect's escape.

The above factors on when to initiate a pursuit are expressly included herein and will apply equally to the decision to discontinue as well as the decision to initiate a pursuit. Officers and supervisors must objectively and continuously weigh the seriousness of the offense against the potential danger to innocent motorists, themselves and the public when electing to continue a pursuit. In the context of this policy, the term "terminate" shall be construed to mean to discontinue or to stop chasing the fleeing vehicle.

In addition to the factors listed above, the following factors should be considered when deciding whether to terminate a pursuit:

1. Pursuits of violators for misdemeanors and non-violent felonies are prohibited absent supervisor approval.
2. The distance between the pursuing officers and the fleeing vehicle is so great that further pursuit would be futile or require the pursuit to continue for an unreasonable time or distance.
3. The pursued vehicle's location is no longer definitely known.
4. The officer's pursuit vehicle sustains damage or a mechanical failure that renders it unsafe to drive.
5. The pursuit vehicle has an emergency equipment failure that causes the vehicle to no longer qualify for emergency operation use.
6. The hazards to uninvolved bystanders or motorists.
7. When the identity of the offender is known and it does not reasonably appear that the need for immediate capture outweighs the risks associated with continuing the pursuit, officers should strongly consider discontinuing the pursuit and apprehending the offender at a later time.
8. When directed to terminate the pursuit by a supervisor.

# COLUMBIA POLICE DEPARTMENT

## Policy and Procedure Manual

### VEHICLE PURSUITS

---

#### **314.4 PURSUIT UNITS**

Pursuit units should be limited to three vehicles (two units and a supervisor at his/her discretion).

An officer or supervisor may request additional units to join a pursuit if, after assessing the factors outlined above, it appears that the number of officers involved would be insufficient to safely arrest the suspect. All other officers shall stay out of the pursuit but should remain alert to its progress and location.

##### **314.4.1 MOTORCYCLE OFFICERS (when active at CPD or from another jurisdiction)**

A distinctively marked patrol vehicle equipped with emergency overhead lighting should replace a police motorcycle as primary and/or secondary pursuit unit as soon as practicable.

##### **314.4.2 VEHICLES WITHOUT EMERGENCY EQUIPMENT**

Vehicles without emergency equipment are prohibited from initiating or joining in any pursuit. Officers in such vehicles may provide support to pursuing units as long as the vehicle is operated in compliance with all traffic laws.

##### **314.4.3 PRIMARY UNIT RESPONSIBILITIES**

The initial pursuing officer will be designated as the primary pursuit unit and will be responsible for the conduct of the pursuit unless it is unable to remain reasonably close to the violator's vehicle. The primary responsibility of the officer initiating the pursuit is the apprehension of the suspect without unreasonable danger to him/herself or other persons.

The primary unit should notify Public Safety Joint Communications, commencing with a request for priority radio traffic, that a vehicle pursuit has been initiated, and as soon as practicable, provide information which includes:

1. The reason for the pursuit (the primary offense / charge for which the vehicle and occupants are wanted).
2. The location and direction of travel.
3. The speed of the fleeing vehicle.
4. The description of the fleeing vehicle and license number, if known.
5. The number of occupants.
6. The identity or description of the known occupants.
7. The weather, road and traffic conditions.

# COLUMBIA POLICE DEPARTMENT

## Policy and Procedure Manual

### VEHICLE PURSUITS

---

8. The identity of other agencies involved in the pursuit.
9. Information concerning the use of firearms, threat of force, injuries, hostages or other unusual hazards.

Unless relieved by a supervisor or secondary unit, the officer in the primary unit shall be responsible for broadcasting the progress of the pursuit. Unless circumstances reasonably indicate otherwise, the primary unit should relinquish the responsibility of broadcasting the progress of the pursuit to a secondary unit or aircraft joining the pursuit to minimize distractions and allow the primary unit to concentrate foremost on safe pursuit tactics.

#### **314.4.4 SECONDARY UNIT RESPONSIBILITIES**

The second officer in the pursuit is responsible for:

1. Immediately notifying the dispatcher of his/her entry into the pursuit.
2. Remaining at a safe distance behind the primary unit unless directed to assume the role of primary officer, or if the primary unit is unable to continue the pursuit.
3. Broadcasting the progress of the pursuit unless the situation indicates otherwise.
4. Serving as backup to the primary unit once the subject has been stopped.

#### **314.4.5 PURSUIT DRIVING TACTICS**

The decision to use specific driving tactics requires the same assessment of considerations outlined in the factors to be considered concerning pursuit initiation and termination. The following are tactics for units involved in the pursuit:

- a) Officers, considering their driving skills and vehicle performance capabilities, will space themselves from other involved vehicles such that they are able to see and avoid hazards or react safely to maneuvers by the fleeing vehicle.
- b) Because intersections can present increased risks, the following tactics should be considered:
  - 1) Available units not directly involved in the pursuit may proceed safely to controlled intersections ahead of the pursuit in an effort to warn cross traffic.
  - 2) Pursuing units shall exercise due caution and slow down as may be necessary for safe operation when proceeding through controlled intersections.
- c) As a general rule, officers should not pursue a vehicle driving the wrong way on a roadway, highway or freeway. In the event the pursued vehicle does so, the following tactics should be considered:

# COLUMBIA POLICE DEPARTMENT

## Policy and Procedure Manual

### VEHICLE PURSUITS

---

- 1) Maintaining visual contact with the pursued vehicle by paralleling on the correct side of the roadway.
  - 2) Requesting other units to observe exits available to the suspect.
- d) Notifying the Missouri State Highway Patrol or other law enforcement agency if it appears the pursuit may enter their primary jurisdiction (§ 544.157, RSMo).
- e) Officers involved in a pursuit should not attempt to pass other units unless the situation indicates otherwise or they are requested to do so by the primary unit and a clear understanding of the maneuver process exists between the involved officers.

#### **314.4.6 TACTICS/PROCEDURES FOR UNITS NOT INVOLVED IN THE PURSUIT**

There should be no paralleling of the pursuit route. Officers are authorized to use emergency equipment at intersections along the pursuit path to clear intersections of vehicular and pedestrian traffic to protect the public. Officers should remain in their assigned area and should not become involved with the pursuit unless directed otherwise by a supervisor.

Non-pursuing personnel needed at the termination of the pursuit should respond in a non-emergency manner, observing the rules of the road. Non-pursuing personnel authorized to deploy a tire deflation device along the apparent pursuit route should respond to an appropriate location in a non-emergency manner, observing the rules of the road.

The primary unit, secondary unit and supervisor should be the only units operating under emergency conditions (emergency lights and siren) unless other units are assigned to the pursuit.

#### **314.4.7 PURSUIT TRAILING**

In the event that the initiating unit from this agency relinquishes control of the pursuit to another unit or jurisdiction, that initiating unit may, with permission of a supervisor, trail the pursuit to the termination point in order to provide information and assistance for the arrest of the suspect.

The term "trail" means to follow the path of the pursuit at a safe speed, while obeying all traffic laws and without activating emergency equipment. If the pursuit is at a slow rate of speed, the trailing unit will maintain sufficient distance from the pursuit units to clearly indicate an absence of participation in the pursuit.

#### **314.4.8 AIRCRAFT ASSISTANCE**

In certain circumstances and if available, aircraft assistance should be requested. Once the air unit has established visual contact with the pursued vehicle, it may assume control over the pursuit as directed by their policy. The primary and secondary ground units should consider whether the participation of an aircraft warrants their continued involvement in the pursuit.

# COLUMBIA POLICE DEPARTMENT

## Policy and Procedure Manual

### VEHICLE PURSUITS

---

The air unit may coordinate the activities of resources on the ground, report progress of the pursuit and provide officers and supervisors with details of upcoming traffic congestion, road hazards or other pertinent information to evaluate whether to continue the pursuit. If ground units are not within visual contact and the air unit determines that it is unsafe to continue the pursuit, the air unit should recommend terminating the pursuit.

#### **314.5 SUPERVISORY CONTROL AND RESPONSIBILITIES**

It is the policy of this department that available supervisory and management control will be exercised over all vehicle pursuits involving officers from this department (§ 304.022, RSMo). The field supervisor of the officer initiating the pursuit, or if unavailable, another field supervisor will be responsible for the following:

1. Upon becoming aware of a pursuit, immediately notifying involved officers and Public Safety Joint Communications of supervisory presence and ascertaining all reasonably available information to continuously assess the situation and risk factors associated with the pursuit in order to ensure that the pursuit is conducted within established department guidelines.
2. Ensuring that no more than the number of required law enforcement units needed are involved in the pursuit under the guidelines set forth in this policy.
3. Exercising management and control of the pursuit even if not engaged in it.
4. Ensuring that the proper radio channel is being used.
5. Ensuring that outside agencies are notified and/or coordinated if the pursuit either leaves or is likely to leave the primary jurisdiction of this agency.
6. Controlling and managing CPD units when a pursuit enters another agency's primary jurisdiction.
7. Considering whether to request aircraft assistance, if available.
8. Directing that the pursuit be terminated if, in his/her judgment, it is not justified to continue the pursuit under the guidelines of this policy.
9. Respond to the end location to provide on-scene supervision.
10. Preparing a post-pursuit critique and analysis of the pursuit for training purposes.

##### **314.5.1 WATCH COMMANDER RESPONSIBILITIES**

Upon becoming aware that a pursuit has been initiated, the Watch Commander should monitor and continually assess the situation and ensure the pursuit is conducted within the guidelines and requirements of this policy. The Watch Commander has the final responsibility for the coordination, control and termination of a vehicle pursuit and shall be in overall command.

The Watch Commander shall review all pertinent reports for content and forward them to the Bureau Commander.

#### **314.6 COMMUNICATIONS**

If the pursuit is confined within the City limits, radio communications will be conducted on the primary channel unless instructed otherwise by a supervisor or communications dispatcher. If the pursuit leaves the

# COLUMBIA POLICE DEPARTMENT

## Policy and Procedure Manual

### VEHICLE PURSUITS

---

primary jurisdiction of this department or such is imminent, involved units should, whenever available, switch radio communications to an emergency channel most accessible by participating agencies and units.

#### **314.6.1 PUBLIC SAFETY JOINT COMMUNICATIONS**

Officers involved in the pursuit should request Public Safety Joint Communications to do the following:

1. Coordinating pursuit communications of the involved units and personnel.
2. Notifying and coordinating with other involved or affected agencies as practicable.
3. Ensuring that a field supervisor is notified of the pursuit.
4. Assigning an incident number and logging all pursuit activities.
5. Broadcasting pursuit updates as well as other pertinent information as necessary.
6. Notifying the Watch Commander as soon as practicable.

#### **314.6.2 LOSS OF PURSUED VEHICLE**

When the pursued vehicle is lost, the primary unit should broadcast pertinent information to assist other units in locating the vehicle. The primary unit will be responsible for coordinating any further search for either the pursued vehicle or suspects fleeing on foot.

#### **314.7 INTERJURISDICTIONAL CONSIDERATIONS**

An officer may only initiate a pursuit while within the primary jurisdiction of this department.

When a pursuit enters another agency's primary jurisdiction, the primary officer or supervisor, taking into consideration the distance traveled, unfamiliarity with the area and other pertinent facts, should determine whether to request the other agency to assume the pursuit. Unless entry into another jurisdiction is expected to be brief, it is generally recommended that the primary officer or supervisor ensure that notification is provided to each outside jurisdiction into which the pursuit is reasonably expected to enter, regardless of whether such jurisdiction is expected to assist.

A pursuit that has commenced within, and has continued outside, the primary jurisdiction of this department shall be terminated once the pursuing officer has lost contact with the person being pursued (§ RSMo 544.157, RSMo).

Employees who observe reckless or dangerous behavior by an employee of another agency involved in a pursuit should report the behavior through the chain of command to the Chief of Police for appropriate action.



# COLUMBIA POLICE DEPARTMENT

## Policy and Procedure Manual

### VEHICLE PURSUITS

---

#### **314.7.1 ASSUMPTION OF PURSUIT BY ANOTHER AGENCY**

Columbia Police Department officers will discontinue the pursuit when another agency has assumed the pursuit, unless the continued assistance of the Columbia Police Department is requested by the agency assuming the pursuit. Upon discontinuing the pursuit, the primary unit may proceed upon request, with or at the direction of a supervisor, to the termination point to assist in the investigation. A supervisor should coordinate with the agency managing the termination point to determine the supervisor's need to respond or otherwise assist in the investigation. The officer and/or supervisor should obtain any information that is necessary for inclusion in any reports from the agency managing the termination point.

The role and responsibilities of officers at the termination of a pursuit that was initiated by this department shall be coordinated with appropriate consideration of the units from the agency assuming the pursuit.

Notification of a pursuit in progress should not be construed as a request to join the pursuit. Requests to or from another agency to assume a pursuit should be specific. Because of communication limitations between local agencies, a request for another agency's assistance will mean that its personnel will assume responsibility for the pursuit. For the same reasons, when a pursuit leaves another agency's primary jurisdiction and a request for assistance is made to this department, the other agency should relinquish control.

#### **314.7.2 PURSUITS OF ANOTHER AGENCY ENTERING THIS JURISDICTION**

The agency that initiates a pursuit shall be responsible for conducting the pursuit. Units from this department should not join a pursuit unless specifically requested to do so by the agency whose peace officers are in pursuit, and the pursuit would be authorized under this department's policy.

When a request is made for this department to assist or take over a pursuit that has entered this jurisdiction, the supervisor should consider these additional factors:

1. Ability to maintain the pursuit
2. Circumstances serious enough to continue the pursuit
3. Adequate staffing to continue the pursuit
4. The public's safety within this jurisdiction
5. Safety of the pursuing officers

As soon as practicable, a supervisor or the Watch Commander should consider the request for assistance from another agency. The Watch Commander or supervisor, after consideration of the above factors, may choose to:

- Allow assistance in the other agency's pursuit;

# COLUMBIA POLICE DEPARTMENT

## Policy and Procedure Manual

### VEHICLE PURSUITS

---

- Decline to assist;
- Or assume the other agency's pursuit.

Assistance to a pursuing outside agency by officers of this department will terminate at the City limits provided that the pursuing peace officers have sufficient assistance from other sources. Ongoing participation from this department may continue outside city limits with supervisor approval until sufficient assistance is present. Once sufficient assistance for the outside agency is present all participation in the pursuit shall be terminated.

In the event that a pursuit from another agency terminates within this jurisdiction, officers shall provide appropriate assistance to peace officers from the initiating agency and other involved agencies.

#### **314.8 PURSUIT INTERVENTION**

Pursuit intervention is an attempt to terminate the ability of a suspect to continue to flee in a vehicle through tactical application of technology, tire deflation devices, blocking, boxing in, PIT, ramming or roadblock procedures.

##### **314.8.1 WHEN USE IS AUTHORIZED**

Whenever practicable, an officer shall seek approval from a supervisor before employing a pursuit intervention tactic. In deciding whether to use intervention tactics, officers/supervisors should balance the risk of allowing the pursuit to continue with the potential hazards arising from the use of each tactic to the public, the officers and persons in or on the pursued vehicle. With this in mind, the decision to use any intervention tactic should be reasonable in light of the circumstances apparent to the officer at the time of the decision. Except in extreme circumstances, only officers trained in the specific intervention tactic should attempt to employ such methods.

##### **314.8.2 USE OF FIREARMS**

The use of firearms to disable a pursued vehicle is not generally an effective tactic and involves all the dangers associated with discharging firearms. Officers should not utilize firearms during an ongoing pursuit unless the conditions and circumstances meet the requirements authorizing the use of deadly force. Nothing in this section shall be construed to prohibit any officer from using a firearm to stop a suspect from using a vehicle as a deadly weapon.

##### **314.8.3 INTERVENTION STANDARDS**

Any pursuit intervention tactic, depending upon the conditions and circumstances under which it is used, may present dangers to the officers, the public or anyone in or on the vehicle being pursued. Certain applications of intervention tactics may be construed to be a use of force in response to resistance, including deadly force, and are subject to department policies guiding such use. Officers shall consider these facts and requirements prior to deciding how, when, where and if an intervention tactic should be employed.

# COLUMBIA POLICE DEPARTMENT

## Policy and Procedure Manual

### VEHICLE PURSUITS

---

1. Blocking or vehicle intercept should only be considered in cases involving felony suspects or impaired drivers who pose a threat to public safety, and when officers reasonably believe that attempting a conventional enforcement stop will likely result in the driver attempting to flee in the vehicle. Because of the potential risk involved, this technique should only be employed by officers who have received training in such tactics and after giving consideration to the following:
  - a. The need to immediately stop the suspect vehicle or prevent it from leaving substantially outweighs the risk of injury or death to occupants of the suspect vehicle, officers or other members of the public.
  - b. All other reasonable intervention techniques have failed or reasonably appear ineffective.
  - c. Employing the blocking maneuver does not unreasonably increase the risk to officer safety.
  - d. The target vehicle is stopped or traveling at a low speed.
  - e. At no time should civilian vehicles be used to deploy this technique.
2. Only those officers trained in the use of the PIT will be authorized to use this procedure and only then with approval of a supervisor upon consideration of the circumstances and conditions presented at the time, including the potential for injury to officers, the public and occupants of the pursued vehicle.
3. Ramming a fleeing vehicle should be done only after other reasonable tactical means at the officer's disposal have been exhausted. This tactic should be reserved for situations where there does not appear to be another reasonable alternative method. When ramming is to be employed as a means to stop a fleeing vehicle, one or more of the following factors should be present:
  - a. The suspect is an actual or suspected felon who reasonably appears to represent a serious threat to society if not apprehended.
  - b. The suspect is driving with willful or wanton disregard for the safety of persons or driving in a reckless and life-endangering manner.
  - c. If there does not reasonably appear to be a present or immediately foreseeable serious threat to the public, the use of ramming is not authorized.
4. As with all intervention techniques, pursuing officers should obtain supervisor approval before attempting to box in a suspect vehicle during a pursuit. The use of such a technique must be carefully coordinated with all involved units, taking into consideration the circumstances and conditions apparent at the time, as well as the potential risk of injury to officers, the public and occupants of the pursued vehicle.
5. Tire deflation devices should be deployed only when it is reasonably apparent that only the pursued vehicle will be affected by their use. Prior to the deployment of spike strips, the officer shall notify pursuing units and the supervisor of the intent and location. Officers should carefully consider the limitations of such devices as well as the potential risk to officers, the public and occupants of the pursued vehicle. If the pursued vehicle is a motorcycle, a vehicle transporting hazardous materials or

# COLUMBIA POLICE DEPARTMENT

## Policy and Procedure Manual

### VEHICLE PURSUITS

---

a school bus transporting children, officers and supervisors should weigh the potential consequences against the need to immediately stop the vehicle.

6. Because roadblocks involve a potential for serious injury or death to occupants of the pursued vehicle if the suspect does not stop, the intentional placement of roadblocks in the direct path of a pursued vehicle is generally discouraged and should not be deployed without prior approval of a supervisor. If roadblocks are deployed, it should only be done under extraordinary conditions when all other reasonable intervention techniques have failed or reasonably appear ineffective and the need to immediately stop the pursued vehicle substantially outweighs the risk of injury or death to occupants of the pursued vehicle, officers or other members of the public.

#### **314.8.4 CAPTURE OF SUSPECTS**

Proper self-discipline and sound professional judgment are the keys to a successful conclusion of a pursuit and apprehension of evading suspects. Officers shall use only that amount of force that reasonably appears necessary under the circumstances to properly perform their lawful duties.

Unless relieved by a supervisor, the primary officer should coordinate other officers' efforts to apprehend the suspect following the pursuit. The primary officer should not be the officer to physically take the suspect into custody unless the facts and circumstances call for such participation. Officers should consider the safety of the public and the involved officers when formulating plans to contain and capture the suspect.

#### **RESPONSIBILITIES**

- A. Initiating Agency
  1. Arrest and custody of the persons charged;
  2. Disposition of any passenger(s);
  3. Disposition of the arrested persons vehicle;
  4. And coordination of all reports related to the arrest, citations and criminal charges.
- B. Agency of Primary Jurisdiction
  1. Reporting of any traffic collisions that occur as a result of a pursuit.
  2. As a matter of professional courtesy, a supervisor from the agency where the pursuit ceases will respond to the location to offer immediate assistance at the scene and to determine any pertinent information regarding the pursuit.

#### **314.9 REPORTING AND REVIEW REQUIREMENTS**

All appropriate reports shall be completed to comply with local and state regulations.

- a) The primary officer shall complete appropriate crime/arrest reports.

# COLUMBIA POLICE DEPARTMENT

## Policy and Procedure Manual

### VEHICLE PURSUITS

---

- b) The primary officer or supervisor shall complete the appropriate Blue Team entry to include the following information:
- 1) Date and time of pursuit
  - 2) Length of pursuit in distance and time
  - 3) Involved units and involved officers
  - 4) Initial reason and circumstances surrounding the pursuit
  - 5) Starting and termination points
  - 6) Alleged offenses or disposition (e.g., arrest, citation or other release)
  - 7) Arrestee information should be provided if applicable
  - 8) Injuries and/or property damage
  - 9) Medical treatment
  - 10) The outcome of the pursuit
  - 11) Name of supervisor handling or at the scene
  - 12) A preliminary determination that the pursuit appears to be in compliance with this policy or that additional review and/or follow-up is warranted

#### **314.9.1 REGULAR AND PERIODIC PURSUIT TRAINING**

In addition to initial and supplementary training on pursuits, all licensed members will participate, no less than annually, in classroom training addressing this policy and the importance of vehicle safety and protecting the public at all times. Training will include recognition of the need to balance the known offense and the need for immediate capture against the risks to officers and others.